

REMARKS

Reconsideration of the above-identified application in view of the present amendment is respectfully requested.

The Examiner has objected to the drawings. The Specification clearly states that that the second detent element is element 20 in Fig. 1 (Specification, page 3, lines 4-6).

Claims 1-6 have been rejected as indefinite. Claim 1 has been amended to overcome this rejection.

Claims 1-4 have been rejected as anticipated by Derrick et al., US 6,793,237. A certified translation of the priority document (DE 202 10 741.8) has been attached to this Amendment thereby predating Derrick et al.

Claims 1, 2, and 4 have been rejected as anticipated by Bohn et al., US 6,312,012. Claims 5 and 6 have been indicated as containing allowable subject matter.

Claim 1 recites a detent connection for connecting a gas bag module to the skeleton. Bohn et al. disclose a bolt/stud assembly (10, 12) for connecting the air bag module (5) to the steering wheel (1, 2, 3).

Webster's Third New International Dictionary (1993) defines detent as part of a mechanism (as a catch, pawl, dog, or click) that locks or unlocks a movement. Clearly, the bolt/stud assembly is not a detent connection. Page 3, lines 4-8 also clearly define the connection as a latch-type connection. Claim 1 is in condition for allowance.

New claim 7 recites the detent pin having no threads (Fig. 1 & Specification, page 3, lines 4-8). Both the

bolt (12) and the stud (10) of Bohn et al. are threaded components (Fig. 1).

New claim 8 also recites a threadless detent pin (Fig. 1 & Specification, page 3, lines 4-8). Both the bolt (12) and the stud (10) of Bohn et al. are threaded components (Fig. 1).

Claim 8 further recites the second detent element being a spring wire that engages the detent pin when the air bag module is pushed onto the skeleton thereby securing the gas bag module to the skeleton (Specification, page 3, lines 4-11). Both the bolt (12) and the stud (10) of Bohn et al. are threaded components (Fig. 1) that must be rotated relative to the air bag module and skeleton to secure the module (5) to the steering wheel (2).

Claim 8 additionally recites the threadless detent pin being rotatable with the skeleton and the air bag module (Fig. 1); and the threadless detent pin being spaced from the axis of rotation of the skeleton (Fig. 1). Bohn et al. and the other art of record do not disclose these and the other recited limitations.

Claim 8 also recites a support plate being fixed to the skeleton and the detent pin (Specification, page 2, lines 15-20). Bohn et al. and the other art of record do not disclose this and the other recited limitations. For all of these reasons, claim 8 is in condition for allowance.

Consequently, claim 1, as well as claims 2, 4, 7, and 8 which depend from claim 1, are in condition for allowance.

Claim 3, now allowable because of the attached translation, has been written in independent form and is in condition for allowance.

Allowable claim 5 has been written in independent form and the cast metal skeleton limitation has been deleted. Claim 5, as well as claim 6 which depends from claim 5, are in condition for allowance.

In view of the foregoing, allowance of the above-identified application is respectfully requested.

Please charge any deficiency or credit any overpayment in the fees for this amendment to our Deposit Account No. 20-0090.

Respectfully submitted,



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